

For Sale.

WHERE YOU CAN BUY

Superior California LAMB'S WOOL
BLANKETS.
SARATOGA TRUNKS.
TRAVELLING BAGS AND SATCHELS.
AGATE COOKING UTENSILS.
THE AMERICAN BROILER.
TURNBULL'S FAMILY SCALES.
TOBACCO SHAVES.
AMERICAN and GRUBB'S LOCKS.
HOUSE GONGS.
SMOOTHING IRONS.
LEMON SQUEEZERS.
MOUSE TRAPS.
BILLIARD CUE TIPS AND CHALK.
PANUS CORIUM for BOOTS.
American AXES and HATCHETS.
LIFE BUOYS.
ROCKETS and BLUE LIGHTS.
DOUGLAS' OFFICE CHAIRS.
COPPER WIRE GAUZE.
WAFFLE IRONS.
GLIDERS.
FIRE GRATES.
American SOFT FELT HATS.

STATIONERY

FOR LADIES AND OFFICE USE,
the
Best and Cheapest
in
Hongkong.

NEW BOOKS

INSTRUCTIVE AND AMUSING.
A
Large Assortment of
FRENCH NOVELS.

TAUCRITA'S
POPULAR EDITION OF STANDARD
WORKS, &c.

WORKS OF REFERENCE.

ALMANACKS.

DIARIES.

SCHOOL BOOKS.

PRESENTATION BOOKS.

Etc., Etc., Etc.

RODGER'S OUTLERY.

ELECTRO-PLATED WARE.

WARLEY AND SONS' London-made SPORT-
ING GUNS.

BUSBY'S PATENT PNEUMATIC GUN.

SELF-SHOT-EXTRACTING REVOLVERS.

THE PATENT BOTTLE CLIP.

TABLE GLASSWARE.

EARTHENWARE.

THE FINEST STOCK OF

CAVITE,

FORTIN, and

MEYSIG

CIGARS, and

CHEROOTS.

All Specially Selected.

ENGLISH and AMERICAN

GROCERIES.

FRESH SUPPLIES RECEIVED BY EVERY

MAIL.

SMYRNA EGGS.

CRYSTALLIZED CHERRIES.

FAIR'S FAVORITE BISCUITS.

STILTON CHEESE.

FRENCH PLUMS.

Calcutta BEEF.

HUMPS.

ROUNDS.

BRISKETS, and

TONGUES.

California BOLL BUTTER.

APPLE BUTTER.

CLAM CHOWDER.

FISH CHOWDER.

Soused PIG'S FEET.

Soused SHEEP'S TONGUES.

Pickled LAMB'S TONGUES.

Gruyere CHEESE.

New York CREAM CHEESE.

CAVIARE.

Curried OYSTERS.

California CRACKER Co.'s BISCUITS.

Cracked WHEAT.

HOMINY.

PATE DE FOIE GRAS.

RICHARDSON and ROBERT'S Potted MEATS.

Lanch TONGUE.

PRESENT TEA in 5 and 10 Catty Boxes.

WINE and SPIRITS of All Descriptions.

SAIL-MAKING executed on the Premises.

MacEWEN, FRICKEL & Co.

Hongkong, January 29, 1881.

Intimations.

THIS HAIR WASH has been prepared by us for the last 20 years. Its sale is steadily increasing in India, the Straits and Japan. It possesses all the qualities of a Hair Oil or Pomade without their staidness. It induces a healthy action of the scalp and nourishes the Hair. Dandruff never appears whilst it is in use. It contains none but the best ingredients, and the greatest care is taken in the compounding. When the Hair falls off after fever or any other sickness, this Wash will surely prove of the greatest value.



From its great nourishing power on the follicles it may in time cause Hair to return to its natural color; it, however, does not contain a particle of any dyeing ingredient. Using it constantly will most certainly prevent the Hair falling. It is cleanly in use, the smallest quantity sufficing. It has no sediment, and therefore requires no shaking.

J. LLEWELLYN & Co.,
Shanghai.
Hongkong Agents: LANE, CRAWFORD & Co.
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on TUESDAY, February 22nd, at 11 a.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1880. The Transfer BOOKS of the Company will be CLOSED from the 7th to the 22nd Instant, inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 5, 1881. fe22

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given, that an Extraordinary MEETING of SHAREHOLDERS will be held at the Registered Office of the above-named Company, No. 14, Praya Central, Victoria, Hongkong, on TUESDAY, the 22nd day of February, 1881, at 11.15 in the Forenoon, for the purpose of passing the Special Resolution to Empower the Board of Directors to sub-divide the present Shares of \$500 each of the said Company into Shares of \$125 each.

Dated this 5th day of February, 1881.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

fe22

A CARD.

JOHN INGLIS, Consulting Engineer, Steam Surveyor, and Agent for Machinery of all Descriptions—Office, No. 14, Praya Central (next door to the Hongkong and Whampoa Dock Co.'s Office). Office Hours, 9 a.m. to 5 p.m.

Hongkong, January 22, 1881. fe22

HOTEL DE MACAO.

THE above-named HOTEL having been thoroughly REFURNISHED is now OPEN to the Public. Visitors to MACAO will find this Establishment replete with every comfort and convenience.

A. DA SILVA TELLES,
Proprietor.

Macao, 15th January, 1881. fe15

THE CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

NOTICE is hereby given, that the ORIGINAL SCIP CERTIFICATE No. 2003 for SHARES numbered 241, 311 and 869 in the above Company, standing in the name of REUBEN SOLOMON, having been LOST, the said Original Scrip Certificate has been CANCELLED and a Duplicate thereof issued to the Holder of the said Shares. No transaction taking place under authority of the said Original Scrip Certificate No. 2003 will hereafter be recognized by the Undersigned.

By Order,
J. BRADLEY SMITH,
Secretary.

Hongkong, January 21, 1881. fe20

Intimations.

NOTICE.

HERE will be NO NIGHT-BOAT to or from CANTON on and after MONDAY, the 7th Instant, and until further notice. On and after TUESDAY, the 8th Instant, the POWAN will Run Temporarily as a DAY-BOAT between HONGKONG and CANTON, instead of the JUNGANG, which will be withdrawn from the line for a few days.

By Order,
P. A. DA COSTA,
Secretary, Hongkong, Canton & Macao Steamboat Company, Limited.

BUTTERFIELD & SWIRE,
Agents, China Navigation Company, Limited.

Hongkong, February 3, 1881.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6%, or \$4.50 per SHARE, Declared at the Ordinary Half-Yearly Meeting of Shareholders, held this Day, will be Payable at the HONGKONG and SHANGHAI BANK on and after TUESDAY, the 1st February next.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, January 29, 1881.

WANTED, Employment by the ADVERTISER.

His has several years experience in Book-keeping and Accounts. Address: "VENETIA," China Mail Office. Hongkong, January 20, 1881. fe20

DENTAL NOTICE.

D. R. ROGERS has returned, and is now ready to RECEIVE PATIENTS at his Rooms, the First-floor of the premises lately occupied by the National Bank of India. Hongkong, December 7, 1880.

THE "FAR EAST."

THE ISSUES OF 1878 WANTED. Apply at this Office. Hongkong, October 4, 1880.

DYNAMITE, FUSES, DETONATORS, &c.

FROM NOBLE'S EXPLOSIVES CO., LIMITED, GLASGOW, can be had in any Quantity on application to THE BORNEO Co., Ltd., Agents. Hongkong, March 8, 1880. 8m81

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S.S. GAELIC will be despatched for San Francisco via Yokohama, on MONDAY, 7th March, 1881, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

Freight will be received on board until 4 p.m. of the 6th March.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

A Reduction of 25% made on all RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information, as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JR.,
Agent.

Hongkong, February 9, 1881. m7

Notices to Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO AND YOKOHAMA.

CONSIGNEES of Cargo by the Company's Steamer CITY OF PEKING, from the above Ports, are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

RUSSELL & Co.,
Agents.

Hongkong, February 8, 1881.

SHIRE LINE OF STEAMERS.

FROM LONDON, SINGAPORE AND PENANG.

THE Steamship Flinders, MORAN, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed at their risk into the Godowns of the Undersigned at Whampoa, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, February 8, 1881. fe16

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship Glenarthy having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 7th February.

Cargo remaining undelivered after the 14th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 7, 1881. fe14

NOTICE TO CONSIGNEES.

BRITISH SHIP "LUZIA" FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, February 11, 1881.

NOTICE TO CONSIGNEES.

AMERICAN SHIP "STATE OF MAINE" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, February 11, 1881.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT).

The Co.'s Steamship "Tachibana," Capt. H. JONES, will be despatched on MONDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 12, 1881. fe14

FOR HOIHOW AND PAKHOI.

The Steamship "Ping-on," Capt. McCASLIN, will be despatched for the above Ports on MONDAY, the 14th Inst., at 6 o'clock p.m.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, February 12, 1881. fe14

FOR SWATOW, AMOY & FOCHOW.

The Steamship "Kwantung," Capt. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., Agents.

Hongkong, February 12, 1881. fe16

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship "Luzon," Capt. R. F. SCALE, will be despatched on or about the 18th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 12, 1881.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 14th Instant, at Noon, at Messrs D. NOVROSE & Co.'s Godown, Whampoa, 65 Bales BOMBAY COTTON,

Ex Steamship "Khin,"

More or less damaged by sea water.

Also,

80 Bales COTTON,

9 Bales CASSAMBA,

23 " BYSABOLE.

All on account of the concerned.

TERMS of SALE—Cash before delivery in Mexican Dollars weighed at 17. All Lots with all faults and errors of description, to be at Purchasers' risk on the fall of the hammer.

H. N. MODY,
Auctioneer.

Hongkong, February 12, 1881. fe14

PUBLIC AUCTION.

THE Undersigned has received instructions to sell, in view of extensive alterations to be made to the premises, at

3 p.m.

MONDAY NEXT,

the 14th Inst., at Nos. 23 and 25, HOLLYWOOD ROAD,—

A varied Assortment of HOUSEHOLD FURNITURE, One GRAND PIANO, COTTAGE PIANOS, &c.

Terms—Cash on delivery.

E. A. DA SILVA & Co.,
Auctioneers.

Hongkong, February 12, 1881. fe14

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND PENANG.

The Co.'s Steamship "Antenor," Capt. J. T. BRAGA, will be despatched on or about the 16th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 12, 1881.

HONGKONG CHORAL SOCIETY.

THE MEMBERS of the above Society will give a Representation of SULLIVAN'S OPERETTA,

H. M. S. "PINAFORE,"

at the

THEATRE ROYAL, CITY HALL,

On WEDNESDAY AFTERNOON

NEXT,

the 16th Instant.

Tickets can be obtained at Messrs LANE, CRAWFORD & Co.'s, on Tuesday, the 15th Instant, at Noon.

ADMISSION—

To the Gallery—Adults, \$2; Children, 50 Cents (Servants Free).

To the Pit—The Front Seats are reserved for Free Tickets to various Schools.

Back Seats, Adults, \$1 each.

The Proceeds of the Performance will be given to the Temperance Hall.

Doors open at 4 o'clock; Performance to commence at 4.30 p.m.

Hongkong, February 12, 1881. fe16

NOTICE OF REMOVAL.

MITSUBISHI MAIL STEAMSHIP COMPANY.

ON and after the 14th Instant, the OFFICES of the above will be REMOVED to the PRAYA

provement we have not hesitated to give him credit; but it should be borne in mind that, while Sir Arthur Kennedy made frequent attempts to extend the growth of trees and shrubs over the island, he received but scant encouragement from the Colonial Office. Upon one occasion, indeed, he placed a sum of \$10,000 on the Estimates for the planting of trees, and the item was returned from Downing Street, cut down to \$2,000, if we remember correctly. So that Governor Hennessy has been fortunate in this matter in being at one with the Colonial Office and the public, and being aided instead of checked in his laudable enterprise of beautifying the island. It is all the more to be regretted that, in connection with this subject, the course of discord has also been pretty extensively introduced.

The last telegram concerning the Irish trouble would almost imply that the struggle had been transferred from the disturbed districts of Ireland to the House of Commons. Such a scene as that which must have been presented to the House from the 1st to the 5th February must have been unparalleled by anything in these latter days, and can be compared only to historical times, when our political constitution was being moulded into its present form. It is possible that the expulsion from the House of Parnell and his Home Ruler following will have the effect of showing the agitators that the Government is really in earnest in maintaining law and order in the disturbed districts as well as in Parliamentary debate. This would seem to be the immediate effect, although it may be a straining of cause and effect to infer that the reported cessation of outrages had anything directly to do with the defeat of the Home Rulers in the House. The Speaker, who is charged with the maintenance of order in the House of Commons, and who has power to commit members to custody during the pleasure of the House, must have extended great leniency towards the obstructionists during the long debate on the Coercion Bill; and it is plain that the expulsion must have been the result of an almost unanimous demand from all sides. The resolution for expelling Parnell and his associates was evidently special, over and above the Standing Orders of the House, and appears to have been agreed to, some time after the upsurge had ceased, without a division. From the succeeding resolution, which Mr. Gladstone carried by a majority of three-fourths of the members—to give the Speaker supreme control over the proceedings—it would seem that the large powers previously possessed by the President of the sittings in the House had been specially extended. This is not so easily understood, unless it points to a sort of supercession of the Standing Orders, and the delegation to the Speaker of the supreme power over members usually held in the hands of the House itself. It may also refer to a possible attempt on the part of the obstructionists to return to the charge. So far as the House of Commons is concerned, however, the Parnell party has, we fancy, seen its last days.

LOCAL AND GENERAL.

The next French Mail may be looked for here, per the M. M. steamer *Yankee*, on the 14th February. Her London dates extend to the 7th Jan.

The next American Mail may be expected here, per the O. & O. str. *Galle*, on the 15th inst.

ORDER OF SERVICE AT THE CATHEDRAL.—(SUNDAY) 10 A.M.: Psalms, No. 78; Monks; To Dean, Barnby in D.; Jubilate, No. 120; Monks; Anthem, "O Lord most holy"; Hymn, No. 83; Evensong—Psalms, No. 78; Monks; Magnificat, No. 161; Monks; Nunc Dimittis, No. 9; Monks; Hymn, No. 222; Hymn, No. 256.

We give a long-kept-back report of Mr Ford to-day in our back page.

We are requested to state that it will probably not be possible to deliver the incoming French mail, under any circumstances, before 1.30 p.m. on Monday.

We are informed that the International Rifle Match is likely to take place at Kowloon some time during March next, instead of in July as on former occasions.

We notice in the list of passengers by the French mail steamer from Shanghai the name of Mr. Malcolm Jones, of H. B. M.'s Supreme Court, who proceeds to Canton with Chief Justice French.

A VALUABLE collection of works on China and the Chinese language, numbering over 100 volumes, has been lent to the City Hall Library by Mr. H. L. Denny. Amongst the works are ten volumes of the *China Review*, two of the *Transactions of the China Asiatic Society*; 8 of the *Chinese Recorder*, 10 vols. of the *Chinese Classics*, Kanghi's Chinese Dictionary, three vols. of the *Far East*, and a number of useful books on subjects connected with the Chinese Empire.

The yacht race for the Douglas Challenge Cup will take place on Monday next, over the same course as last year, the yachts starting from Castle Peak Bay, round the White Rock (near Lintin) thence to a mark boat off Maeco, back round the White Rock, back to Maeco, and thence to Castle Peak Bay to finish—55 miles. The entries are *Naima*, (30 tons), *Wave* (21 tons), and *Ariel* (13 tons). *Naima* will start at 10 A.M. on Monday, and *Wave* at 11 A.M. and *Ariel* at 12 A.M. *Wave* allows *Ariel* 15 min. 45 sec.

It will be seen from an advertisement appearing in another column, that the members of the Chinese Society intend to "proceeding" "H. M. S. *Porpoise*" on the afternoon of Wednesday next, to allow of

the ladies and children of Hongkong attending. The arrangement is a thoughtful and kind one, and we have no doubt the little ones and their guardians will do their utmost to make a big house. The motif of the play is far above the comprehension of the little folks, but the catching air will be as fully appreciated by them as by children of a larger growth.

From all we can hear the Flower Show next week promises to be a great success. We note with pleasure the fact that the five or six competitors who have for some years past carried off nearly all the prizes between them, have voluntarily declared that they will not accept any money prizes but will allow the next best to them to take their money-prize, an extra competitor thus coming in in every competition where they score; and that they will only strive after the best awards they are entitled to with a view to the Challenge Cup. This is not only generous but it shows how much the gentlemen making the arrangement have the success and continuance of the Show at heart.

Amongst the passengers by the S.S. *Japan* to-day for Singapore was Sergt. Toomey, who goes to Singapore to take up an important part in the reorganisation of the Force there, which, if all that is said is true, is largely required in that Settlement. During his ten years' service in the Police here, Mr. Toomey has made himself not only popular amongst the members of the Force with whom he has worked, but amongst all sections of the Europeans with whom he has come in contact, and amongst all classes of the Chinese. This has been evinced on the eve of his departure by the number of semi-private dinners arranged in his honour by several of the leading Chinese, and by Europeans. Last night, a very enjoyable dinner was given in his honour by the Sergeants and Acting Sergeants of the Police, when between twenty and thirty friends of the departing guest were present. Inspector Perry presided, and Inspector Lindsay occupied the vice-chair, the dinner put before the company by the purveyor for the occasion (Mr. Louis Kirchmann) being thoroughly satisfactory. There were present a good contribution of civilians, with a fair sprinkling of all branches of the Service and a few Chinese. The Chairman presided, Mr. Toomey's health, wishing him in arms of those who entertained him that evening every prosperity in his new sphere of life, and expressing his high appreciation of the character of his departing friend had gained here both inside and outside of his profession. He presented him, in name of the Sergeants and Acting Sergeants of the Police, with a very handsome gold pocket watch, with suitable inscription. Mr. Toomey briefly and suitably replied, and the remainder of the evening was passed most pleasantly in song and sentiment. To-day being the hour for the departure of the *Japan* drew next several scores of Mr. Toomey's friends gathered together to see him off, and twenty or thirty of his most intimate friends accompanied him on board the steamer. Quite a procession was formed from the Central Police Station to the Canton Wharf, which was headed by Sergeant McIntyre who played the pipes on the way down, to the great consternation of the celestial community. At the wharf, on the steam launch and on board the steamer hundreds of packets of fire-crackers were set off, and altogether the "send-off" was one of the most significant and enthusiastic that any one in his position in life in this Colony has ever got on leaving. We trust Mr. Toomey will have, and we have every reason to believe he will have, a prosperous career in his new position.

H. M. S. *Comus* was expected to leave Nagasaki for Yokohama at the end of last week.

We have it on good authority that Sir Thomas Wade, G.C.B., will not remain much longer at Peking. His successor will probably be Edward B. Malet, Esq., G.C.B., at present H.B.M.'s Minister Plenipotentiary at Cairo.—*Courier*.

In a letter received by the last mail, Col. Gordon says, "We have such trouble near home that no one thinks of China, who will make peace, I feel sure. My belief is that they never really meant fighting. The press will do more for China than anything else. I hope to hear that some good Chinese papers are being published."—*Courier*.

The language of the finding of the Naval Court, which has today brought its lengthy enquiry to a close, has already given rise to much comment, by all sections of the community. Probably the only persons who are asked with the decision are the captain and the mate of the *Craiglands*.—*Courier*.

The New York Tribune's London special, Dec. 29, says: "George Eliot's" death moves profoundly the best English circles. The newspaper eulogies, though almost unstinted, hardly overstate the general loss. A private meeting convened yesterday at the Athenaeum Club of eminent friends unanimously resolved against the injudicious proposal for her burial in Westminster Abbey. Dean Stanley was ready to accede to the proposal, if desired. It is now settled that the funeral will take place on Wednesday in Kensal Green.

The following telegrams are from the Indian papers to hand to-day:—(Calcutta, Jan. 12)—In the discussion which followed Lord Lytton's speech Lord Northbrook announced that the decision of Government to withdraw from Candahar would be considered as soon as affairs admit.

The Times in leading article on the 11th instant describes Lord Lytton's speech as a failure, and says that seems to be the general opinion.

Owing to intended attacks by Fanatics on Portmouth dockyard and Chester Castle the Government have ordered precautionary measures to be taken.

Jan. 14.—Telegrams from the Cape state that successes of the Colonial forces in Beaufort Land continue and that 1000 cattle have been captured.

From Peking, we hear from our source, that the Japanese Minister, Mr. Shihaido, his Secretary of Legation, Mr. Tanabe, an interpreter and two attendants, and three Chinese servants, left Peking on the 30th, accompanied by two Mandarins, to go by Taing-kiang-poo; they will arrive in Shanghai in about eight or ten days. The ladies and children of the Legation will remain at Peking under the protection of the Tientsin-Yanin, and will leave by the first steamer from Tientsin. It is reported that this is because Japan does not give up the southern part of the Loochoo Islands, as she agreed to do, and makes new demands for opening a trade route between France and Tientsin. It is supposed that the Tientsin-Yanin gave the passports this time; it is China bringing off diplomatic relations.—*Mercury*, February 4th.

An astounding statement as to the cost of the war between France and Germany, and of the devastation caused by the Commune, has appeared in the *Economiste Francaise*. The writer, M. de Forville, whose official position gives him every opportunity of testing the accuracy of the statement, considers it as being on the whole rather below than above the truth, and that \$800,000,000 sterling would be near the mark. Of this the indemnity to Germany amounts to \$212,000,000. If there is anything more wonderful than the statement itself, it is the rapidity with which France recovered from this terrible infliction.

Out of one mess into another seems to be the guiding maxim of Chinese foreign policy. Having settled the difficulty with Russia, her statesmen plunge into one with Japan. For the last sixteen years they have always a foreign enemy on hand. Those with Japan has been going on for seven or eight years, with intervals, like a remittent fever. In the intervals, Russia lately, England before about the Margary matter, kept the thing going, and before the Franco-Russian difficulty broke out, the Tientsin-Yanin, which afforded a year or so's amusement to the Chinese Foreign Office during the Franco-German war. Before that, the internal difficulties of China were so great that it was obviously injudicious to indulge in the game of poker with foreign Powers, since, at any rate, the disastrous result of "paying to lose" in 1837-60. Whether China is bluffing or not with Japan is difficult to guess; both nations, some think, hold weak hands; neither of them have four aces, or a "flush" sequence, ace high; these points however down is more about the mark.—*Mercury*.

CRICKET.

HONGKONG C. C. vs. THE THREE SERVICES (ARMY, NAVY AND CIVIL). This match, commenced on Thursday last, was finished yesterday, and was won by the Club Eleven by ninety-three runs and five wickets. Lieutenant Charley and Captain Tunnard made the best scores for the Services, and Messrs Dunman and Forbes for the Club, the former making 66 in the second innings, and the latter a total of 61 in the two innings, as will be seen by the appended scores.

THE THREE SERVICES. 1st Innings. A. K. Travers, b Dunman, 8; J. W. F. Charley, 27th, b Forbes, 54; T. Forbes, 10; Captain Stainforth, 27th, b Forbes, 9; F. Newington, b Dunman, 1; W. Hyman, c A. K. Travers, b Forbes, 25; Captain Tunnard, 27th, not out, 25; J. P. Bell, b A. K. Travers, 1; W. M. Deane, c A. K. Travers, 5; J. A. Bennett, 27th, c A. K. Travers, 0; Dunman, 0; Phillips, R.N., c Knight, b Forbes, 5; Dr Bridges, A.M.D., c Dunman, b Forbes, 0.

Total, 103. Wickets fall—1 for 10, 2 for 41, 3 for 60, 4 for 65, 5 for 72, 6 for 73, 7 for 74, 8 for 85, 9 for 92, and 10 for 103.

THE CLUB ELEVEN. 1st Innings. F. A. MacKinnon, b Charley, 7; H. Taylor, b Charley, 10; E. Knight, b Hyman, 2; W. Dunman, c and b Charley, 2; G. A. Forbes, b Charley, 4; H. O. Blandy, run out, 24; H. D. Forbes, b Tunnard, 20; H. B. Whyte, not out, 18; H. Matchett, b Travers, b Tunnard, 0; A. S. Betts, c Stainforth, b Hyman, 11; Substitutes, b Hyman, 2; Byles 3, leg byes 3.

Total, 103. Wickets fall—1 for 10, 2 for 15, 3 for 16, 4 for 25, 5 for 72, 6 for 73, 7 for 74, 8 for 85, 9 for 92, and 10 for 103.

2nd Innings. Dr Bridges, c Knight, b Forbes, 9; Captain Tunnard, b Forbes, 8; A. K. Travers, b Forbes, 8; J. W. F. Charley, b Dunman, 23; Captain Stainforth, b Dunman, 10; W. Hyman, c Knight, b Dunman, 8; W. M. Deane, b Dunman, 8; J. A. Bennett, not out, 2; Phillips, R.N., not out, 2; F. Newington, c MacKinnon, b Dunman, 3; J. P. Bell, absent.

Total, 82. Wickets fall—1 for 17, 2 for 21, 3 for 32, 4 for 53, 5 for 57, 6 for 61, 7 for 73, 8 for 74, 9 for 82.

HONGKONG CRICKET CLUB. 2nd Innings. F. A. MacKinnon, c and b Charley, 12; H. D. Forbes, b Travers, 41; W. Dunman, not out, 56; E. Knight, b Travers, 17; H. Taylor, c Stainforth, b Travers, 7; G. A. Forbes, b Hyman, 2; A. S. Betts, not out, 31; A. B. Blandy, (to go in), 1; H. B. Whyte, 1; H. Matchett, 1; Substitutes, 1; Byles 1, wide 2.

Total, 169. Wickets fall—1 for 44, 2 for 61, 3 for 82, 4 for 105, 5 for 117.

Police Intelligence.

(Before Hon. M. S. Tompkins.) Saturday, February 12.

LARCENY. Chan Sat Su, 26, fishmonger, appeared on remand from the 7th inst., charged with stealing \$25 from Ho Cheuk Yan, a shop-keeper, on the 5th inst. The evidence went to prove that defendant took the \$25, which was wrapped up in a cloth, from the head of the complainant's bed, from the latter was asleep. He was sentenced to be imprisoned for four months with hard labour.

(Before the Hon. Ng Choy, Acting Police Magistrate.)

LARCENY FROM THE PERSON. Lau Aang, 21, hawker, was convicted of stealing a bundle, containing a jacket and some cakes, value \$3; from a widow named Li Aiku, on the 11th inst. The complainant was landing from the Macao steamer, when present, and another man came up to her and offered to carry the bundle for her; complainant declined their services and the prisoner then took the bundle from her hand and gave it to the man, who ran away. Three previous convictions were proved against the defendant, and he was now sentenced to be imprisoned for five months with hard labour.

LARCENY OF A BOWL. Young Ayan, 38, boatman, pleaded guilty to a charge of stealing a bowl, value about 30 cents, the property of Orono Naves on the 12th inst., and was sentenced to be imprisoned for one month with hard labour.

BURGLARY AND LARCENY. Wong Ahoi, 34, barber, admitted guilt of the shop of Leung Shing, on the night of the 26th ult., and stealing therefrom a sum of \$150. Inspector Perry stated that there was no evidence in the case except the prisoner's confession, and the prisoner was remanded till the 14th inst.

China.

(Gazette, February 7th.)

We note the arrival in the S. S. *Albatross* yesterday of His Excellency J. H. Ferguson. We also note the departure to-day in the steamer *Albatross* for Tientsin of Mr. George Phillips, Her Majesty's Consul at that Port. The Revenue Cruiser *Fei Hoo*, Commander Booth, left yesterday for Light-house.

FOOTCHOW.

(Herald, Feb. 3.)

H. M. S. *Foehnd* left the Settlement on Tuesday last, arriving between 2 and 3 o'clock at Anchoy, and will remain until to-morrow when she proceeds to Winkow.

We understand that last week efforts were made to raise the S. S. *Tat Lee* and the results of which were that the vessel was broken in two, and from what we can now learn, the vessel will have to be raised piecemeal.

A native was observed on Sunday last in a dying condition in an alley much frequented. He however lingered throughout the night, and we found him dead on the morning of the 11th inst. The cause of death was perfectly regardless of the unfortunate object, and the lifeless body remained untouched for several days before it was removed.

Two birds of peculiar appearance, and at present of unknown species, were captured at Anchoy, and purchased by a gentleman there. Although quite young, being still unfledged, they stand about a foot and a half high and promise to become very large. The head is somewhat similar to that of the owl but has a horny crown, whereas from the head, which is very large and prominent, issues a strange creaking sound.

On Monday morning last between 7 and 8 o'clock, an unfortunate woman was observed by a gentleman from his verandah, to deliberately walk into the middle of a pond of water situated near the Telegraph Office, and attempt to rid herself of these mortal coils. With creditable promptitude he despatched his coolies to the spot, (he having met with an accident which debared his personal active movements), who succeeded in rescuing the woman, who was very much exhausted, and who was very much shocked at the rash act, and the water, we believe, had the effect of cooling the woman's ardor and of bringing her to her senses.

SHANGHAI. (Courier.)

Mr. Rennie, Judge of H.B.M.'s Court in Japan, has been granted one year's leave of absence. He will probably leave Japan for home at the end of March.

In one of the last issues we erroneously mentioned that the steamer *Glenfife* was ashore. We now learn that such was not the case, and we hasten to give publicity to the contradiction.

We have it on good authority, that the indemnity demanded by Russia from China is fixed at \$4,000,000 roubles. The amount of Peking has been obtained to the payment of this sum, but the exact extent of territory to be ceded has not, as yet, been determined.

(Mercury.)

The New Fire Boat for the tower at the Central Police Station has now arrived, and we may expect to hear it very soon. It is believed it will make the steamer much more readily than the old one; and its tones will send a thrill of enthusiasm through the hearts of American members of the brigade, who may remember its tones when rung out on Thirty-third Street, New York. The boat weighs about 6000 lbs. and has a speed of 10 miles an hour, and is capable of making 1000 revolutions a minute. It cost the New York Fire Department a very large sum of money; and we believe the Shanghai Fire Department have got it very cheap.

(N.C. D. News.)

The inquest on the body of John Lamont, late carpenter of the British barque *Chinaman*, was concluded at H. M.'s Consulate yesterday (Feb. 7th), before R. A. Mowat, Esq., Coroner, and a jury composed of Messrs J. Welch, J. Cooper, and J. W. Allen. The captain of the *Chinaman* was recalled, and denied that Pilot Willis had handed over charge to him before the collision occurred. He also denied certain other statements made by the pilot. John Ferguson, Captain of the British ship *Cape Horn*, gave evidence as to seeing the riding light of the *Chinaman* shortly before the collision occurred. The Coroner then summed up the evidence at considerable length, and pointed out the legal bearings of the case, after which the jury retired to consider their verdict. After an hour, they returned into Court, and in reply to three questions which had been submitted to them by the Coroner, returned an open verdict to the effect that the deceased died from exposure on the wreck of the *Chinaman*, on the night of the 21st of January. Out report of the additional evidence and the summing up of the Coroner will appear to-morrow.

The Mutual Bussan Kaisha Co.'s steamer *Hidewaki Maru*, Captain Gall, which arrived yesterday (7th), from Kanton, reports that it ran on Monday the steamer close to the wreck of the British barque *Chinaman*, half a cable's length to the S. of which a pilot-boat was at anchor. Pilot Muller wished to be reported "all well," and said that on the previous night he had shown for the first time three vertical red lights as a danger signal, and that he was surprised by the public several times under rather miserable circumstances, was arrested yesterday afternoon, charged with being

concerned in the act of incendiarism which is believed to have caused the fire in Hong-kow yesterday week.

The dispute in regard to the foreman in front of the Sailors' Home at Hong-kow, is to be decided in H. M.'s Supreme Court. With this object in view, it will be remembered that in the latter part of 1878; Mr. W. Handyside Tapp, H.M.'s Registrar of Shipping, made an appeal to the public, in a pamphlet of one hundred and twenty pages, which contained a history of the Sailors' Home from the time it was opened in March, 1869, to that date. In our review of this work, we expressed the opinion that two points seemed to embrace the whole question at issue, which were:—1st.—From some unexplained cause an insufficient price was apparently paid for the wharf frontage of the premises. 2nd.—The trust is at present on an unsatisfactory footing, there being no trust deed, the trusts of the charity not being declared, and there being no properly appointed trustee.

But something new may have been imported into the dispute during the two years that have passed since the pamphlet was issued, though we have not heard that there has been. The suit was only instituted yesterday, and it is entitled as follows:—William Handyside Tapp (on behalf of himself and all other persons interested in the institution known as the Sailors' Home at Shanghai, except the defendants and such of the signatories as have assented to the heretofore complained of), plaintiff, v. Robert Jardine and William Keswick, Francis Bulkeley Johnson, William Peterson, John Bell Irving, and James Johnston Keswick, trading together under the firm style of Jardine, Matheson and Co., and James Wobley, James Watt, and the said James Johnston Keswick, John Melancthon Ringer, and William Canoe, made on behalf of themselves and other members of the trading copartnership known as the "Shanghai and Hong-kow and Jardine's Associated Wharves."

THE RUNNING DOWN OF THE BRITISH BARQUE "CHINAMAN" ON THE YANGTZE.

THE DECISION OF THE NAVAL COURT OF ENQUIRY.

We suspend our epitome of the proceedings of the Naval Court held at Shanghai, to enquire into the circumstances attending the collision on the night of the 21st ultimo, between the steamer *Craiglands*, Captain Smith, bound from Shanghai to Nagasaki, and the barque *Chinaman*, Captain Mackenzie, bound to Amoy, on the 21st January, (by which the latter was sunk and six lives lost), in order to find room for the finding of the Court, which is as follows:—

FINDING. At a Naval Court assembled at Her Britannic Majesty's Consulate at Shanghai, on the 2nd February 1881, and continued by adjournment every day thereafter (Sunday excepted), to the 8th February, 1881, present:—

W. R. Carles, Esq., President, H.B.M.'s Acting Vice-Consul, Frederick G. O. Langdon, Esq., Lieut. H.M.S. *Pegasus*; Charles H. Bayly, Esq., Lieut. H.M.S. *Encounter*; Mr. Alfred Symonds, Master, P. & O. S. S. *Zambesi*; Mr. James Parkhurst, Master, *Serapis*.

The Court, pursuant to an order from Lawrence Ching, Esquire, Acting Captain of H.M.S. *Encounter*, and Senior Naval Officer, proceeded to enquire into the circumstances attending a collision between the a.s. *Craiglands*, No. 78,425, and the British barque *Chinaman*, No. 62,676, on the night 21st January, 1881, at the mouth of the River Yangtze-Kiang.

We first:—1.—That the British barque *Chinaman* was run down by the a.s. *Craiglands*, at 7.50 p.m.; or thereabouts, on the 21st January, 1881, and sank in about 2 minutes. 2.—That the *Chinaman* was lying at anchor in a broad stream, with her ship's light burning brightly, and that no blame attached to her master or to any of her officers for the collision.

3.—That her master, Allen Mackenzie, with his wife, and Peter Peterson, A.B., Robert Anderson, and Ernest Turner, an apprentice, were on board the vessel.

4.—That John Lamont, carpenter, died of exposure while on the main top of the barque.

5.—That John St. John, first mate, while himself suffering great pain, did good service in keeping up the spirits of those who were near him in the night of the wreck.

6.—That William Potts, 2nd mate, showed noble generosity in parting with some of his clothing to his companions in the main rigging on so cold a night.

7.—That David Darshall, boatswain, and Charles Waine, steward, showed great gallantry in volunteering to save those who were left on the wreck, from which they themselves had barely escaped.

8.—That at the time of the collision the a.s. *Craiglands* had both anchors stowed, and was carrying square fore-and-aft, fore-try-sail, main-try-sail, and main-stay-sail.

9.—That the master is responsible for both anchors being stowed and for the sail that was carried. That his responsibility remains the same even when a Pilot is in charge of the vessel.

10.—That the act of the fore-try-sail prevented an effective look-out being kept from the bridge.

11.—That the collision was due to a defective look-out, as there was nothing to prevent the ship's light and hull being sighted.

12.—That after the collision the master, William Smith, did not assume the prominent position which is incumbent on a master in the execution of his duty.

13.—That the master, William Smith, committed a serious error in not keeping the steamer *Craiglands* close to the wreck, either by dropping anchor or using his engines.

14.—That valuable lives were probably lost in consequence of the delay resulting from this error.

15.—That George Scarlett, first mate did not keep his proper watch, between 8 and 8 p.m.

16.—That after the collision he was absolutely unfit to take charge of the starboard lifeboat.

17.—That the master, William Smith, failed on the 22nd January, 1881, to have a proper look-out kept for the missing boat, or to telegraph news of her loss to Shanghai.

18.—That William Resman Burton, late first engineer, to our great regret, lost his life in a brave attempt to save life from the wreck.

19.—That his companions, Francis Clarke, 2nd engineer, and Peter Halstrom, acting second mate, did their utmost to save life, and deserve high praise.

20.—That William Nottingham, boat-swain, deserves great credit for the skill and courage with which he and four Chinamen succeeded in saving 12 men from the wreck by the jolly-boat.

21.—That James Tate, acting 2nd engineer, deserves recognition of his management of the ship's engines, unaided for nearly 24 hours.

22.—That the Pilot, John Henry Willis, rendered valuable assistance to the master after the collision occurred.

23.—That the S.S. *Craiglands* was improperly officered, for though the master

and first mate held proper certificates, the first engineer held a second engineer's certificate only, and no other certificated officer or engineer was on board.

24.—That the deck hands were insufficient to furnish two proper watches.

25.—That with ample boat space to have saved the entire crew, had the boats been swung out and seaworthy, and at least one life was sacrificed for want of boats being ready in either vessel or on the shore.

26.—That a grave responsibility rests upon the owners of the *Craiglands* for permitting her to proceed to sea without sufficient hands for safe navigation.

27.—That the sentences of the Court is that the certificate of the master, William Smith, be suspended for 9 months; but that he be allowed a certificate as first mate during that time.

28.—That the certificate of George Scarlett, 1st mate, be suspended for 4 months, and that a certificate be given to him as 2nd mate during that time.

29.—That the costs of the Court be paid by William Smith, master of the *Craiglands*.

30.—The Court has great pleasure in recording the good treatment extended to the survivors of the wreck of the *Chinaman*, by the Chinese on Elliot Island.

31.—The Court further desires to call attention to the danger attendant on having no anchor ready in pilotage waters; and to bring to the notice of the Board of Trade, the strong opinion of the admiralty of legislation to require steamers to carry at least one boat swung out; to make an examination of the boats of ships in harbour obligatory on the Government Surveyor; and to prevent the engagement in these waters of deck and engine uncertificated officers, and to require in harbour and pilotage waters, as such a proceeding diminishes the chances of engagements held out to certificated officers, and encourages the working of the ships on the cheapest terms, without regard to efficiency.

The Court would further recommend the addition of a "report on sobriety" to the certificate of discharge given to seamen, such addition to be made in the same form as the "report on ability," and that a recognized signal should be established to show on a vessel carrying their pilot outside of pilotage waters, when the pilot has handed over charge of the vessel to the Captain or master.

The contradictory evidence given on oath, and the untrustworthy condition of the log books of the *Craiglands* produced, meet with the Court's severe reprobation.

(Signed.) W. R. CARLES, Esq., President, H.B.M.'s Acting Vice-Consul, Frederick G. O. Langdon, Esq., Lieut. H.M.S. *Pegasus*; Charles H. Bayly, Esq., Lieut. H.M.S. *Encounter*; Mr. Alfred Symonds, Master, P. & O. S. S. *Zambesi*; Mr. James Parkhurst, Master, *Serapis*.

J. C. CHARTERIS, Assistant Paymaster, H. M. S. *Encounter*, Clerk of the Court.

THE OBNOXIOUS PLACARD. (Footchow Herald, Feb. 3.)

What we prophesied, would be sure to come at last! Nine months ago we wrote in the columns of this paper:—

"Time is a great legalizer, and time may come when other hills than those on which the 'pulsations of the dragon' are at present said to be concentrated, will be found to exercise a 'profound influence' over the 'Banyan City.' When that time comes, and when mayhap, merchants not missionaries are the sufferers, what arguments can then be used not applicable to the present case? The step from the hill-top to the 'dual arena' may seem a trifling matter, but it is nevertheless significant."

The time has now come, when an attempt is being made to banish the merchant, as well as the missionary, not merely from the hill-top but from spaces of ground! Should the trials and tribulations of a case, not alone parallel, but far beyond that of the famous "Wu Shih Shan," threaten to fall upon all, irrespective of their Nationality or of their various secular pursuits.

A few of the *Literati* of Footchow have prevailed upon the Elders and *Literati* of eighteen villages to issue an *everlasting* prohibition agreement, which says:—

